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IN THE CLAIMS

Please cancel claims 1-12 and add the following new claims.

91  13. (New) Method of modulating brake pressure of a vehicle brake circuit, comprising the steps of:

categorizing a vehicle brake circuit into a leading brake circuit portion and a following brake circuit portion,

determining which of said portions has the higher brake pressure demand, and which of said portions has the lower brake pressure demand,

introducing, maintaining, and reducing brake pressure of the following brake circuit portion in dependence on the leading brake circuit portion, such that the brake pressure demand in the following wheel brake circuit is adjusted before adjusting the brake pressure demand in the leading brake circuit.

14. (New) Method as claimed in claim 13, wherein the leading brake circuit is connected to a pressure fluid source by way of opening of a switch valve, and the pressure fluid is introduced into the leading and following brake circuit portion by way of the pressure fluid pump arranged in the vehicle brake circuit, with the brake circuit portion being separated from the pressure fluid source by a separating valve.

15. (New) Method as claimed in claim 13, wherein the leading wheel brake circuit portion is connected to a pressure fluid accumulator and the pressure fluid is introduced into the leading and following wheel brake circuit portion by way of the pressure fluid pump arranged in the vehicle brake circuit, wherein the brake circuit portions are separated from a pressure fluid source by a separating valve.

16. (New) Method as claimed in claim 16, further including the step of controlling the brake pressure demand of the leading and following brake circuit portion by way of an inlet valve of the following brake circuit portion according to the brake pressure demand,

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wherein an inlet valve of the leading wheel brake circuit remains open, and the outlet valves of the leading and following wheel brake circuit remains closed.

17. (New) Method as claimed in claim 13, wherein the brake pressure demand of the following wheel brake circuit is changed by delivery out of the leading brake circuit portion, wherein an inlet valve of the following wheel brake circuit portion remains open.

18. (New) Method as claimed in claim 16, wherein when the brake pressure is introduced and is increased compared to the brake pressure demand, the inlet valve of the leading wheel brake circuit is closed in dependence on the brake pressure in the vehicle brake circuit or in dependence on a time constant correlated to a condition variable.

19. (New) Method as claimed in claim 13, wherein the brake pressure in the leading brake circuit portion is discharged into the pressure fluid source by way of the vehicle brake circuit by opening the separating valve.

20. (New) Method as claimed in claim 13, wherein the brake pressure in the following brake circuit portion is discharged through a return line into a pressure fluid accumulator by opening an outlet valve when an inlet valve is closed.

21. (New) Method as claimed in claim 13, wherein the characteristics for the steps introduction, maintaining, and reduction of the brake pressure are predetermined by a pressure controller.

22. (New) Method as claimed in claim 13, wherein the pressure fluid pump is controlled by way of a pulse-width modulated control signal, predetermined by the pressure controller during the introduction of the brake pressure into the leading and following brake circuit portions.